

groove bottom is inclined from a surface side of the block in a direction of a main stress applied from a road surface to the block, and wherein the tire is used in a wheel producing a traction force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the traction force, is mounted as a rear tire, another pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks having at least one sub-groove formed at a given inclination angle with respect to an equatorial plane of the tire, an improvement wherein a central main portion of the sub-groove is formed so that a groove bottom is inclined from a surface side of the block in a direction of a main stress applied from a road surface to the block, and wherein the tire is used in a wheel producing a braking force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the braking force, is mounted as a front tire, and both the tires are mounted onto the vehicle.

17. *(Amended)* In a mounting structure of a pneumatic tire, an improvement wherein a pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks being defined into substantially a quadrilateral form by two pairs of main grooves each having a different angle with respect to an equatorial plane of the tire and having a plurality of blocks, each of which

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blocks having at least one sub-groove crossing with the block, the improvement wherein at least a central main portion of the sub-groove is inclined substantially in the same direction as any one of diagonals of the block and is arranged at a position offset from the diagonal, and wherein the central main portion is arranged so as to offset from the diagonal toward a side opposite to a forward rotating direction of the tire, is mounted as a rear tire, another pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks being defined into substantially a quadrilateral form by two pairs of main grooves each having a different angle with respect to an equatorial plane of the tire and having a plurality of blocks, each of which blocks having at least one sub-groove crossing with the block, the improvement wherein at least a central main portion of the sub-groove is inclined substantially in the same direction as any one of diagonals of the block and is arranged at a position offset from the diagonal, and wherein the central main portion of the sub-groove is arranged so as to offset from the diagonal toward a forward rotating direction of the tire, is mounted as a front tire, and both the tires are mounted onto the vehicle.